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DARES MANY DANGERS TO
TO INVESTIGATE AMAZONStudent of Eastern College to
Make Three-Year Trip up
Mysterious River

PHILADELPHIA, Pa., June 28.—Sitting upon a stone bench, in the shade of the University Museum, a young man, 23 years old, smooth shaven, wearing glasses and looking every inch a student, puffed away on his pipe and made notes as he read from a volume on ethnology. It was Algot Lange, who, despite his peaceful, beautiful surroundings, will soon start for wilds of which no white man knows, to face dangers that in some cases are known, in others only surmised. For he is determined to explore the whole valley of the Amazon river, including its tributaries.

Lange will start on this expedition about the first of August, and when he turns the prow of his steamboat up the Amazon will not return to civilization again for three years. In that time he hopes to make known to the world all the Amazon country and its inhabitants, its natural history and customs. It is one of the few important parts of the world that remains for civilized man to map out.

The young explorer was there before, though he did not finish his investigations. He went there to invest money in a plantation and was glad to get back with his life. But he killed a 65-foot boa constrictor and shipped the skin to this country. He wrote a book about his experiences, which has but recently been published, "In the Amazon Jungle." It attracted the officials of the university, and arrangements were made with him to head this expedition, under the university's auspices.

Tells of Himself.
He talked with enthusiasm today about his coming trip. Asked his nationality, he replied:

"I am an American. Some persons call me a Dane, because my parents were Danes. But I was born at sea, on the way from Newcastle, Eng., to St. Petersburg, Rus. The steamer carried an Irish cargo, had a French captain, a Portuguese crew and a Chinese cook. I want to carry the Stars and Stripes through this vast Amazon valley as Peary carried it to the North Pole."

"Few people have any idea of the vastness of this country which we will explore. The river is about 4000 miles long, and has a tributary 3000 miles long. At Manaus, 1000 miles from the sea, it is 14 miles wide. The Negro River, 500 miles from Manaus, where it empties into the Amazon, and 1500 miles from the ocean, is 25 miles across. At Iquitos, Peru, 2500 miles from its mouth, the Amazon is two and one-half miles wide and 250 feet deep. The area of this valley is half as extensive as the whole of the United States."

Study of the Tribes.
"Our principal aim will be to study the savage tribes in the unexplored regions. Some of these are cannibals, and have a habit of making a stew of their enemies killed in battle. But I do not fear them."

Lange has a good reason for not fearing them. A few years ago, while exploring alone this remote region, the cannibals found him, hundreds of miles from the nearest white settlement, sleek and delirious, crawling on his hands and knees through the jungle. They had never seen a white man before, and they took him in and nursed him to health so he could travel back to civilization.

But there are dangers other than cannibals. The jungles and marshes are infested with wild beasts and gigantic boa constrictors. Millions of monkeys chatter among the trees, though they do no harm. But there are fevers and strange diseases to fight, and the work must be done under the blighting, scorching rays of an equatorial sun. Then there are other tribes living far back in the jungle of which he has only heard. It is his purpose to study them all, and to do so, that man might know of these aboriginal members of his family, he will boldly face every danger, and for three years live with his equally daring companions in the swamp. The party will start about the latter part of July or the first of August.

Navy Men Go Along.
Lange will be accompanied by a commander of the United States Navy, an engineer, two general assistants and two photographers, who will operate not only ordinary cameras, but moving picture apparatus as well. One of these

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Negotiations are now under way for a steamboat, really a yacht, about 125 or 150 feet in length, and the entire trip, except when shallow water or cascades are found, will be made in this vessel. It will be fitted up with a refrigerating plant and every appliance which will be needed for the comfort and convenience of the party in their life south of the equator.

It is intended that this shall be the most extensive and comprehensive exploring expedition that has ever been made into a South American country. There have been numerous expeditions up the Amazon and some of its tributaries, but Mr. Lange wants to make a finished job of it.

"Africa is known to man," he said; "Polynesia is familiar to us all. India and Hindustan are full of golf links and country clubs. The North and South Poles have been discovered. The only great stretch of land in the world of which we know nothing is this vast Amazon Valley, and I am going to find out what it is like."

BIGGEST AERIAL
DEATH TOLLFour French Officers Per-
ished in Explosion of Dir-
igible Balloon

No single aerial catastrophe has ever taken such toll of human life as the tragic accident to Vaniman's airship at Atlantic City recently. The nearest approach to a similar occurrence was when the French military dirigible Republique, while traveling from Paris to Antipex, on September 25, 1909, at a height of 600 feet, exploded and fell to the ground, killing the four French officers in the gondola.

Count Zeppelin, the veteran pioneer of the dirigible balloon, who made his first dirigible ascent in 1901 at Lake Constance, has throughout his career as an airman suffered heavy material losses, but in all his disasters to his mammoth air cruisers, not a life has been lost. His first serious wreck occurred on August 5, 1908, at Echterdingen, when, after a memorable flight, the Zeppelin was struck by a gust of wind while anchored, exploded, and was totally destroyed. In May, 1909, the Zeppelin II struck a tree at Goepfingen and was badly damaged, but after repairs was able to continue her voyage. The same airship was, however, on April 25, 1910, destroyed in a squall.

The Zeppelin airship Deutschland I was totally wrecked on her maiden voyage on June 28, 1910, in the Teutoburg Forest, with twenty passengers on board, but none was hurt. The Zeppelin VI was destroyed while entering her shed at Baden-Baden on Sept. 14, 1910, without fatality. The Deutschland II was wrecked on May 16, 1911, but no one was injured.

The latest accident to a Zeppelin balloon occurred on June 28, when the Schwaben I was totally consumed by fire and explosion at Dusseldorf. A number of soldiers holding the ropes were injured.

The British military aviators have also been unfortunate, their first dirigible, the Nulli Secundus, being wrecked in a gale near London, without fatality, on October 10, 1907. Santos-Dumont, who was the first really to steer a balloon, had a marvellous escape from death in Paris on August 8, 1901, when his dirigible was destroyed. Again on October 19, at Monaco, his dirigible burst, and he fell into the sea, but was rescued.

Severo, a Frenchman, and his companion, while making a trial trip in a new dirigible at Paris on May 12, 1902, were killed by an explosion a quarter of a mile in the air.

Baron Bradeky and his assistant were killed by their dirigible breaking up in the air at Pierrefitte, France, on October 13, 1902.

SUN PECULIARLY AFFECTS
YOUNG OFFICER IN NAVY

SAN MATEO, Cal., July 13.—The case of Horace Walling, Jr., a young naval officer from this city, who was overcome by heat while in port at Hayti, is one of the most peculiar with which medical science has had to deal. After graduating from Annapolis, Walling's rise in the service was rapid and he was assigned to important duty on the Nashville.

Immediately after his arrival in the tropics he was stricken and he completely lost his memory and sense of motion. He had to be taught to talk and walk just as a baby. He proved an apt pupil, and, after four months of instruction he had regained enough knowledge to pass a high school examination. Other than the effect on his mind, the stroke did not affect Walling, as he still retained his normal physical condition. He progressed as rapidly in athletics as in learning, and he is now able to duplicate the athletic feats of his days at the Naval Academy. His mother, Mrs. H. H. Walling, a well-known San Mateo clubwoman, has gone East to attend him.

THEIR NAMES.

During the Spanish-American war the Navy Department, by way of a graceful compliment to the great universities, renamed two converted cruisers Harvard and Yale. Not long after Commodore Dewey was asked what new names should be conferred upon two little Spanish gunboats that had been captured in Philippine waters.

"Oh," said the commodore, "we'll just call one The Massachusetts Institute of Technology and the other The Pennsylvania College for Physicians and Surgeons."

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